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ESTABLISHED A.D. 1841.

[31]

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MARRIAGE.

On the 2nd September, at St. John's Cathedral, by the Rev. F. T. Johnson, John JACKSON, son of Sidney Jackson, of Longfield, Carmichaelcross, Co. Monaghan, to Elsie, daughter of Dr. Stowell, of Dunwich, Brisbane.

[2372]

The Daily Press.

HONGKONG OFFICE: 14, DES VOGES ROAD CL.
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, 3rd September, 1902.

We learn that notwithstanding that all the preliminaries as to the scope and composition of the Conservancy Board for Shanghai were discussed prior to the signing of the Protocol of 1901, and that it was presumed that everything was definitely arranged, there have been considerable difficulties in bringing about the conclusion of the whole. More than one cause is, we believe, responsible for the delay, which, although mainly, is not entirely due to the obstruction of the Chinese Government. As usually happens in such cases the chief objectors are not to be found in the ranks of the greater Powers, nominally at least, but are supposed to be found amongst one or two of the nations whose commercial interests in the trade of the port are by comparison small. It cannot be said that this is by any means satisfactory, but under the present system of international intercourse, where each individual, whatever its ability or position, claims an equal voice, it is difficult to see how these recurring deadlocks are to be avoided or parried. All these things are the more regrettable inasmuch as they give the Chinese Government, always on the look-out to take advantage of any apparent rift in the harmony of the other Powers, just the opportunity it desires to give effect to its favourite reactionary policy.

The main objection put forward by the Government at Peking, and, we are sorry to say, acquiesced in or even actually supported by the whole force of the Imperial Maritime Customs, is not indeed actually

instigated by the Inspector General, is that the entire control of a work essentially local should be carried out with local funds by a body locally elected. We need hardly point out that the result of such a system of centralisation as has hitherto prevailed, in China as elsewhere, has been total and absolute failure. Neither China, as an Empire, nor the Maritime Customs, as a strongly centralised body, is perhaps individually or collectively to blame; but the fact remains, and only confirms what has been remarked everywhere else. It is instructive to turn to England and notice the different methods which have there hitherto prevailed of meeting the difficulties connected with keeping open or improving the numerous harbours along the coast. The rule prevailing is that the authority immediately, or most immediately concerned, has full powers in everything touching the harbour and approaches; that is to say that where the chief use is for Imperial purposes the Government takes control, and where for ordinary trading purposes local boards of varying composition and powers are entrusted with the entire management. Of course harbours whose use is for war purposes, as Portsmouth and the Medway, are entirely carried for by the Government, but there are others whose main use is for the despatch of mails and passengers, as for instance Holyhead and Dover, where the Government takes also absolute control. On the other hand, strictly mercantile ports, as for instance Liverpool, Glasgow, or the Tyne, have private bodies locally elected who take supreme control. The most marked instance of this is the Liverpool Dock and Harbour Trust, a practically self-elected corporation, which takes command almost without appeal of everything connected with the entrance to the Mersey. The good effect of the enormous powers exercised by the board is that from being little more than an ordinary fishing-port, the port of Liverpool has grown to be the largest and almost most important in the Empire. Glasgow has little less authority than Liverpool, and the powers conferred on each go from these in a diminishing scale. Between the ports by this means is kept up a wholesome rivalry, so that the highest efficiency of each is automatically secured. With a Government control none of this rivalry can be expected: the interests of the Government, or of the particular service for which the harbour is kept up, of course, attended to, but there is comparatively little attention paid to the interests of mere private trade.

Such has been the experience of England hitherto. One partial exception occurred in the port of London, the port which has hitherto enjoyed the most valuable trade of the Empire, if not of the world. It might have been anticipated that as the most ancient, as well as being the Metropolitan port where the King had always his headquarters, the port of London would have been mainly if not entirely cared for by the Government. On the other hand London has always been the centre of civic freedom, and between these two opposing principles the affairs of the port proper came to fall into a curiously entangled mess of public and private interests; the result of which has been that there practically existed no controlling influence whatever, and London got on as best it could—which practically meant that it did not get on at all. Some years ago under the authority of Parliament, and in order to get rid of this state of stagnation, a body deputed the Thames Conservancy was constituted, and it was hoped that this neglect would be remedied. The result was instructive. The Parliament that constituted the board was too timid to grant full powers over the many private interests that claimed a part in the general trade of the port, and the powers of the Conservancy in raising revenue were likewise limited. As soon as it began to show any signs of activity, and approached the private wharfers and other bodies having any say in the river, all without exception refused to move unless bought out at prohibitory rates, and the Conservancy, hampered in its finance, was unable to look at. The Conservancy, thinking that in the then temper of Parliament any application for further powers would meet with a refusal, did what the Chinese Government would have itself done—nothing. Meanwhile other ports were improving their position, and Hamburg and the other continental centres took advantage to press on their Governments the opportunities offered by the nonchalance of the Thames authorities for pushing their own trade. Belgium and Holland, too, began to see their way to the expenditure of large sums of money profitably, while London went dreamily about her own affairs, with the natural consequence that at last the metropolis commenced to show her supremacy rapidly leaving her. Ships were growing bigger and bigger, and the river instead of improving was gradually deteriorating—the Thames in fact was becoming a second Whangpoo. Such was the position two years

ago, when yielding to outside clamour, the Government felt itself compelled to appoint a Royal Commission to take into consideration the whole subject. That Commission has just made its report, and it is curious to observe that it has joined in a recommendation to do practically the same as the protocol arranged should be done in the case of the Whangpoo. That is to place the entire harbour and its approaches in the hands of a local Board of Conservancy, locally appointed or elected, and with powers to raise local revenue. Nor has the similarity ended there. The appointments to the Board are to be made in an almost identical manner, that is to say by the great Municipalities, and by persons selected by those immediately interested in the trade of the place. There is, however, one curious but instructive difference; while the Shanghai regulations provide for the Government at Peking being largely represented, those propounded by the Royal Commission in London propose that out of forty members only two shall be appointed by the Government. It would be impossible to give a more complete rebuttal to the arguments put forward by the Chinese Government than is afforded by the Report of the Commission. As we have, however, already exceeded all reasonable length, we propose to revert to this interesting document more fully in a subsequent issue.

One more fatal plague case was reported up to noon yesterday. A Chinese body lying found in Yee Wo Street.

The German gunboat *Schwalbe* left for home on Monday and H.M.S. *Amphitrite* arrived from Weihaiwei yesterday.

The half-mile race on the Happy Valley race-course on Monday between *Black Tulip* and *Esau*, owners up, ended in an easy victory for the former.

The native silk-merchants of Shanghai have repeatedly received telegraphic messages from their agents in Soochow, advising them not to send any more silk to that province until the disorders are over.

We are informed by the Joint Telegraph Companies that cable communication between Shanghai and Tientsin and between Shanghai and Chetoo is interrupted. Telegrams are being forwarded by Chinese land-lines from Shanghai, which are reported to be working fairly well.

According to a Peking despatch to Shanghai, Grand Councillor Chu Hung-Chi and Vice-President Hu Yu-fen went together to see the Russian Minister on the 19th ult., asking when Russia would hand back the Chinese Railways outside the Great Wall of China. In reply, M. Lessar said that he was not in a position to fix a date for the purpose, as mounted brigandage was still rampant in the vicinity of the branch lines of the Railway.

As an example of the methods of Bangkok the recent experience of a gentleman in the Oriental Hotel there is interesting. He was awakened one evening by hearing a continual rapping against his window, something like the steady note of the bull-frog. When he went to see what the matter was he discovered that a thief was endeavouring to gain admittance to his room. The sudden illumination of the apartment and the look of readiness on the part of the occupant to tackle any number of midnight arrivals settled the question for that evening at any rate.

Last night in the Queen's Hotel, the glit and assistant naval engine-room artificers on this station sat down to dinner, the occasion being a combined welcome and farewell to incoming and home-going comrades. Covers were laid for forty, and the respective positions at table of those present were indicated by two floral wreaths bearing the words, "Homeward bound" and "Welcome." The dinner was a most successful one, no small credit for which is due to Mr. R. F. Daly, the new manager of the Queen's Hotel, who exerted himself to make the occasion a thoroughly enjoyable one. A concert which followed the dinner brought to a close an exceedingly pleasant evening.

In a small way Siam might rank as a land of "wild cat" mining ventures, writes the *Bangkok Times*. If her experience has not been extensive, so far as foreign mining companies are concerned, it has been unfortunate. The real mines of the country, as shown by actually realised results, are the tin mines of the Peninsula, exclusively Chinese. Great things are, it is true, expected of Mr. Duff's gold concession in Kelantan, but of course the work is still in its preliminary stages. Another foreign mining venture, however, is now announced, and there is very good reason for believing that it will do valuable service in exploiting the mineral wealth of the country. Mr. W. J. Taylor, an American citizen, has obtained from the Siam Government a tin mining concession in the Bangkokian district. This concession has not been obtained to sell to a company as a speculation; it has been obtained for a syndicate of ten men, Mr. Taylor being one of them, who are going to work the property themselves. They believe they have got a good thing, they possess capital to work it, and it is the production of marketable tin they are going for. The concession is for a tract of 390 rai—the largest area granted under the Siam mining law—lying 15 miles from Bangkok in a north-west direction, but only about eight miles from the coast in a straight line.

The fatal shooting of Hermann, the Swede, at Apilat in the Philippines by a policeman there is now reported to have been due to the fact that Hermann while drunk tried to ride down the municipal secretary, Senor Sireano Santos, whom he also shot with a revolver causing death. The constable fired in self-defence, shooting Hermann through the head.

Particulars of the death of Colonel Hicks, agent of Harroton's Circus, at Sonahaya, given in the local *Constant*, show that medical opinion is not certain that he died of cholera. Cholera was raging there, and he was sorely afraid of catching it. On the evening before his death he intended to dose himself with brandy by way of precaution, and actually took chlorodyne with his whisky soda.

The death is recorded in the San Francisco papers of a man supposed to be 131 years old. His name was Anpi Maru Mori, more familiarly "Old Wappy," and he claimed that he was born in Calcutta, was the son of some prince or dignitary there, had run away from home when a boy, was captured somewhere in the South Sea Islands and taken on board a pirate ship, from which he was finally able to escape at Manila. From there he went to San Francisco.

The servant question has long vexed the New York clubs. The native-born American is too independent to make a good servant, and the negro, though respectful enough, has no intuition, and is usually more or less clumsy. Some of the clubs regularly recruit in England, but this does not always turn out successfully, for after he has been a few months in the country "Jemmy" not infrequently imbibes democratic notions. Lately the Fildon Club has been making an experiment with Japanese and are delighted with the result up to the present. The Japanese are respectful and attentive without being servile, are wonderfully alert, and have that intuition which is the essence of perfect attendance.

"How long may it be since we had a really musical Prime Minister?" This question is asked by Mr. Algernon Ashton in a letter to the *Manchester Guardian*, in which he says that Mr. A. J. Balfour is not only an enthusiastic lover of high-class music but is also himself a very proficient pianist, and "appears to be the first thoroughly musical Premier we have ever had, or at least for a very long time." Lord Salisbury and Lord Rosebery are both put aside as unmusical, but, says Mr. Ashton, "the late W. E. Gladstone, on the other hand, liked music to a certain extent, though an intimate friend of his once told me that the great statesman hardly knew one note from another. It may possibly be that Lord Beaconsfield, Lord Russell, Lord Palmerston, Lord Derby, and Sir Robert Peel were somewhat more musical than Mr. Gladstone, but if such was the case the world did not know it."

As an illustration of the bearing of language on political development, Sir Harry Johnston gives voice to a pregnant idea, in his *Uganda Protectorate*. The Bantus furnish his object-lesson. In the area between the Cameroons, Zanzibar, Damaraland and Cape Colony are some forty or fifty million black people who speak languages belonging to the Bantu group. Herein lies political danger, and he points to the missionary as the man to save us. "Unless before then English, French, and Portuguese languages have got such a firm hold on the Bantu populations in the English, German, French, Belgian, and Portuguese spheres of influence, the generalised type of Bantu language which will grow up amongst the 40,000,000 of Bantu negroes may lead to a community of thought and belief and to a political league against the white man. Missionaries—English, French, and German—are still loth to teach the people among whom they dwell a European language. This reluctance on their part is undoubtedly based on a dread that by initiating the people into a means of communication with the European world they will emancipate them too quickly from pastoral control." But, as Sir Harry Johnston sagaciously notes, all the time that this step is delayed, the Bantu, impelled by the inevitable course of things, will, if he cannot associate himself rapidly with European interests, "begin to think and talk of a Bantu nationality."

FIRES.

In addition to the fire which destroyed a matchbox at Yau-mat on Monday night, two more outbreaks, neither of them serious, took place. By the first a large matchbox was burnt to the ground, and the second resulted in the partial destruction of a goods shed on the premises of the North German Lloyd Company at 4, Praya West, Kennedytown. The damage was slight.

COLLAPSE OF HOUSES.

Two houses collapsed at Yau-mat yesterday morning, Nos. 26 and 28, Battery Path. Fortunately the occupants received timely warning in the shape of the cracking of timbers, and cleared out, so that the houses at the time of the accident were tenantless. The collapses are attributed to the rotten condition of the roof timbers, which were antedated, in some cases so badly as to leave the joists almost quite hollow.

LATEST STEAMER MOVEMENTS.

The N.P. steamer *Glenlogie* left Yokohama for this port yesterday.
The Boston steamer *Platender* arrived at Mura on the 1st inst.
The J.P.B. steamer *Express of India* arrived at Nagasaki at 9.30 p.m. on the 1st inst., and left again at noon on the 2nd for Kobe, where she is due to arrive at 9 p.m. to-day.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAE EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 2nd September, 10.45 a.m.

THE U.S. AND CHINA TRADE.

A corporation has been organised in California, with a capital of \$1,000,000 gold, to promote trade with China in consequence of the conclusion of the Tariff Treaty. It is also reported that arrangements are proceeding to induce China to buy American cotton through the New York exchange instead of through Liverpool.

AMERICAN BANKS FOR CHINA.

American capitalists are planning to establish banks in the business centres of China.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 2nd September, 10.45 a.m.

THE S.S. "TROCAS" FLOATED.

The Shell Line tank steamer *Trocas*, which went ashore at Porim, has been floated.

THE DROUGHT AT SINGAPORE.

[FROM OUR CORRESPONDENT.]

SINGAPORE, 2nd September, 1.30 p.m.

GRAVE SITUATION—A PROPOSED REMEDY.

The severe drought here continues. The situation is serious, as only one week's supply is left. The supply to the town is now limited to two hours per day. It is suggested that a trial should be given to the firing of big guns in the air as a means of bringing rain.

REUTER'S SERVICE.

LONDON, 31st August.

WAR EXPENDITURE.

Mr. Chamberlain, speaking at Birmingham on the occasion of the presentation of war medals, said that the country would never submit to the expenditure necessary to be always prepared for war, and that an appeal to voluntary patriotism, to which our success in the late war in South Africa was mainly due, would always be necessary.

THE ABOLITION OF LEKIN.

An Imperial Edict has been issued, abolishing *lekin* stations in China. It declares that, during the period of negotiation for new commercial treaties with foreign states, an understanding has been arrived at for an increase in the import and export duties.

LONDON, 31st August.

THE U.S. AND CHINA.

Mr. Conger, United States Minister at Peking, has been instructed to conclude a treaty with China similar to the Anglo-Chinese Commercial Treaty.

THE ANGLO-CHINESE TREATY—A HITCH.

Contrary to expectation, the Anglo-Chinese Commercial Treaty was not signed on Saturday. Sir James Mackay, Great Britain's representative, refused to sign owing to the indefinite wording of the Imperial Edict on the question of the surtax. He has cancelled his passage to England, which he had already booked by the next *Express* steamer.

It is understood that the terms of the Treaty are not questioned, the matter being simply one of interpretation of the Imperial decree.

ENTERTAINMENT IN CITY HALL.

The Brothers Francis, late of the Barnes Company, have now almost completed the arrangements for their entertainment, which is to be held under distinguished patronage on Saturday, the 13th inst., in the City Hall. Already the assistance of some of the best-known local talent has been secured. Mr. and Mrs. R. H. Stephenson have kindly consented to appear in a sketch called *The Colonel* in addition to which Mrs. Stephenson will give vocal selections. Among others who have placed their services at the disposal of the beneficiaries are Messrs. W. Callan and Gus Gregory and Pts. Burgess, A.O.C., besides artists from the U.S.S. *Monadnock* and the British war-vessels. The Brothers Francis will appear in several musical specialties and Mr. Don Francis will act as pianist. It is satisfactory to learn that the tickets are going well, and no doubt there will be a bumper house, especially in view of the fact that it is a long time since we have had an entertainment of this kind in the Colony. The box plan is open at the Robinson Piano Co.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held to-day, at 3 p.m.

1. Financial Minutes. (Nos. 39 to 50)
2. Report of the Finance Committee. (No. 11.)

3. Question.—With reference to the recent collapse of newly erected houses in both Hongkong and Kowloon, and consequent deplorable loss of life, what steps have the Government taken to fix the responsibility? Will the Government take steps to license contractors under bond or otherwise? Will the Government state what the regulations are as to public enquiries being held into accidents such as these? Will the Government take a return showing the number of houses which have collapsed this year with fatal results and giving the owners' names, the architects' names, the contractors' names, and date of erection?

4. Question.—Will the Honourable Colonial Secretary inform the Council—(1.) Whether the attention of the Government has been drawn to the account of the hearing of an appeal case before the Police Magistrate on 5th instant; and (2.) Whether the Government proposes to take any action with reference to certain allegations in the evidence given in the said case, which bear upon the question of the integrity of a public servant?

5. Question.—Can the Police not take measures to prevent chair-coolies from deserting their chairs when most required on occasions such as the Coronation night, for instance? Are the chair-coolies allowed to leave their chairs lying unattended on the public street? If not, can the Police not take the number of chairs so deserted and have the coolies belonging to such chairs punished by fine or the license suspended for forfeiture of his license? If the Police have no power to do this, will the Government not bring an Ordinance, giving the Police such power? In view of the present great scarcity of chairs, will the Government not license a further large number of chairs either direct or through a contractor and continue to do so until the supply fully equals the demand? Can the Government not appoint stands for chairs and rickshaws and instruct the Police to prevent the coolies from leaving the stands without sufficient reason? If not, will the Government farm out all the chairs and rickshaws to a contractor who could deposit a sum of money as a guarantee for the good behaviour of the coolies?

ORDINANCE OF RAILWAY.

1. First reading of a Bill entitled An Ordinance for the regulation of the Hong Kong Railway, after leaving the Council.

F. JOHNSON, Acting Clerk of Council.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

POLICE COURT.

Tuesday, 2nd Sept. inst.

Before Mr. F. A. HAYWARD (Police Magistrate).

THE REWARD OF VANITY.
Wong Tak, a coolie with an eye to personal aggrandizement, stole a nice silk jacket from a Chinese seamstress living in Siqua Street, and was sent to prison for seven days, without labour. He had a guilty conviction.

Before Mr. J. H. KEMP (Acting Police Magistrate).

OTHER THIEVES.
Yau Piu, another coolie with predatory predilections, stole from a countryman money and clothing to the amount of \$80, and was sentenced to three months' hard labour.
For stealing \$10 worth of clothing from a Chinese widow residing at 116, Wanchai Road, Sai To Yat, also a coolie, received a sentence of two months' hard labour.

DRUNK AND DISORDERLY.
William McNally, a Scotch engineer out of employment, was charged with being drunk and disorderly in the public street and refusing to pay his legal retainer. He pleaded not guilty.

A Chinese constable, described as the defendant, assaulted the watchman, when he asked for his licence, and when he interfered in his official capacity the defendant turned round and struck him on the chest. With the assistance of the other constable he was removed to the station house.

THE SHAIKWAN OUTRAGE.

The coolie who was murdered by a British soldier on Shai Kwai Road on Sunday night was the very first to recover, but conscious. He is now expected to recover. On Monday he identified three of his assailants, who have already been brought up at the Police Court and remanded on a charge of cutting and wounding with intent to do grievous bodily harm—a charge that is likely to be altered to the capital one.

LATEST ARRIVAL IN HONGKONG.

THE SMITH PREMIER TYPEWRITER.

M. LIBERT, Representative of BRILLON & GATHEGHE, owners of the Smith Premier typewriter, will be at the Hongkong Hotel for one week with stock and will be pleased to call on prospective purchasers to demonstrate the superiority of the latest Smith Premier over all other machines.

Will be at Hotel between 12 and 2 p.m.

Don't buy a Typewriter until you have seen the latest model SMITH PREMIER.

[2384]

HONGKONG OBSERVATORY AND STORM-WARNINGS.

(Continued.)

Hongkong General Chamber of Commerce, 23rd August, 1902.

Sir, I beg to acknowledge receipt of your letter of the 31st ultimo replying to this Chamber's letter of the 4th inst., and transmitting copy of memorandum and enclosure from Mr. Figg, the Acting Director of the Hongkong Observatory.

2. If the Chamber has in any way been misled with reference to the facts in the case of the steamer *Laiwan* and *De Wille*, the Committee desire to express their regret, but while accepting the statement of Mr. Figg in this regard, I am to point out that the letter in the *Daily Press* referred to was accepted by this Chamber as the expression of what had frequently been brought to its notice from various quarters of the dissatisfaction, rightly or wrongly entertained by mariners frequenting this port, with the storm warnings issued by the Hongkong Observatory.

3. Mr. Figg points to the fact that in 1897 this Chamber suggested and secured a return to the system of meteorological signals in use from January, 1884, to December, 1896, as a proof that they were satisfied with that system, whereas, as a matter of fact, they simply advocated a return to that system as being simpler and more readily understood by the boating population than that in use at the time. While thankfully acknowledging that this system has been of much service, the Chamber never meant, as Mr. Figg seems to imply, that it was not susceptible of improvement and it was with the object of composing some measure of further improvement that the more recent representations of the Committee were mainly directed. This Chamber has now for many years, commencing in 1898, endeavored to secure improvement in the system of storm warnings, the meteorological communications with overseas ports and the rapid dissemination of weather forecasts.

4. The Committee hail with much satisfaction the statement in paragraph 6 of your despatch, to the effect that Mr. Figg has found "that the system of weather information is capable of improvement and has given directions by which it is hoped that the China coast Meteorological Register issued by the Hongkong Observatory may be more quickly and widely distributed," and recognizes the value of the change proposed, a step in the right direction which cannot fail to prove of material benefit to shipping.

5. They would, however, at the same time again respectfully urge the Government that even by the prompt issue of expresses there are occasions when such intelligence is too tardily distributed, too late to be of service to the maritime population, whereas, by a code of flag signals, departing vessels might be warned in time instead of being allowed to sail into dangers. Not only are the expresses not sufficiently widely distributed, but the mere delay in printing and circulation is often sufficient to render the intelligence of no value to the shipping community when they should be in the harbor.

6. The remarks of Mr. Figg on a flag signal code, to the effect that unless a very extensive and therefore impracticable code were adopted it could not give the information in a definite form, are noted, but it is within the knowledge of the Committee that such a code has for a number of years been in daily use in Shanghai, where it has given the greatest satisfaction to shipmasters frequenting the port. The Committee further venture to think that the Government will, on examination of the accompanying copy of this code, together with the terms of the code issued by the Shanghai Observatory, admit that the system adopted at that port of making general the various weather reports in advance of that in force here, and which the Chamber is justifiably anxious to see improved.

The adoption of a flag signal service, which would be principally for the use of the foreign shipping in harbour, need not necessitate the abolition of the present drum, cone, and ball signals shown by the S.M.S. *Tamara* for the benefit of native shipping and craft.

Certain improvements in the S.M.S. code are now being effected and are expected to be published by the middle of September and to come into force on 1st November next. The effect of these will be that without making any material change in the present code, the Committee will be able to give more accurate data than can be supplied by a possibly untrained though doubtless intelligent observer at any of the coast stations, such as *Outfall*. Moreover, it seems to the Committee lamentable that there should be a want of reciprocity between the Hongkong and other observatories, and they find it difficult to resist the conclusion that the absence of sympathetic and friendly relations with such an institution as the Shanghai Observatory is calculated to limit the usefulness of both institutions.

8. In conclusion, my Committee wish to disclaim any wish to either suggest impracticable schemes or any desire to hamper the Director of the Observatory in making his forecasts; they are simply animated by the wish to secure the earliest and widest possible dissemination of warnings of the approach of storms, to the end that the disaster which they are averted when possible. I have the honour to be, Sir, Your most obedient servant,

A. E. LOWE, Secretary.

HON. COLONIAL SECRETARY.

Hongkong General Chamber of Commerce, 16th August, 1902.

Sir, I am directed to acknowledge receipt of your letter of 31st ultimo, enclosing report of the Acting Director of the Kowloon Observatory, on the subject of storm warnings issued in this Colony, and to state that the matter is now engaging the attention of the Committee of this Chamber, who will address you again on this matter shortly.

A letter, dated Swatow, 4th instant, from the masters of the steamers *Haiching* and *Decima*, and supported by the masters of six other steamers, complaining of the inadequacy of the storm warnings issued in Hongkong, has been received by this Chamber.

The Committee are unable, of course, to vouch for the accuracy of the statements made in this letter, but as the letter bears on the subject of the representations made in this Chamber's letter to you of 4th ultimo, and comes from practical men, my Committee deem it of sufficient importance to forward same on to you at once.

I accordingly, have the honour to hand you a copy herewith, and my Committee wish to express the hope that you will cause the matter of the complaint made by the signatories to be

carefully investigated.—I have the honour to be, Sir, Your most obedient servant,

A. E. LOWE, Secretary.

HON. COLONIAL SECRETARY.

Swatow, 4th August, 1902.

Sir, We, the undersigned, who have passed through the recent typhoon between Hongkong and Swatow, wish to bring to your notice in the strongest possible manner the inadequate and misleading system of storm warnings in the port of Hongkong. Relying on the weather forecast, and the absence of storm warnings we left Hongkong for Swatow at 7 p.m. on Friday, 1st August, and met the typhoon soon after midnight.

We, and I believe the great majority of shipmasters, think the shipping should have adequate notice of weather changes. The present system of forecasts is little better than a snare and a delusion. We are, Sir, yours faithfully,

HANS-SCHLAER, Master, Ger. str. *Decima*.A. C. HODGINS, Master, Brit. str. *Haiching*.

Supported by

G. PARKINSON, Master, Brit. str. *Lacertes*.SPENCER WILDE, Master, Brit. str. *Kangang*.W. PALMER, Master, Brit. str. *Baron*.J. DEWUR, Master, Brit. str. *Tongchow*.F. HOPKINS, Master, Brit. str. *Chunhing*.C. GOSWITCH, Master, Ger. str. *Daymar*.

The SECRETARY, Chamber of Commerce, Hongkong.

Colonial Secretary's Office, 26th August, 1902.

Sir, I am directed to acknowledge the receipt of your letter of the 18th inst., in which you enclosed copy of a letter, dated Swatow the 4th instant, from the masters of the s.s. *Haiching* and s.s. *Decima* and supported by the signatures of the masters of six other steamers, complaining of the inadequacy of the storm warnings in Hongkong, stating that the writers (apparently the masters of the s.s. *Haiching* and *Decima*), "relying on the weather forecast and the absence of storm warnings, left Hongkong for Swatow at 7 p.m. on Friday, the 1st of August, and met the typhoon soon after midnight."

2. In reply I am to transmit to you the accompanying copy of a report from the Acting Director of the Observatory, with its enclosures, comprising copies of the remarks attached to the annual China Coast Meteorological Register issued by Mr. Figg on the 31st ultimo, and let instant, of two Expresses containing special typhoon warnings issued on the same dates before noon, and of a letter from one of the writers of the letter enclosed in your letter under acknowledgment.

3. These documents prove conclusively that the captains of the s.s. *Haiching* and *Decima* left this port on the evening of the 1st instant in spite of weather forecasts published not only in the ordinary way but in the form of typhoon warnings, which were more ample to warn them of the risk they ran.

4. I am to request that, in justice to the Acting Director of the Observatory and to this Government you will give to this letter and its enclosures the same publicity that you have already given to the letter of the masters of the steamships *Haiching* and *Decima*.—I have the honour to be, Sir, Your obedient servant,

B. H. MAY, Colonial Secretary.

The SECRETARY, Chamber of Commerce.

COPY OF THE REPORT BY THE ACTING DIRECTOR OF THE OBSERVATORY.

HON. COLONIAL SECRETARY.—With reference to the letter of the Chamber of Commerce dated the 16th instant and its enclosures. I attach the storm warnings issued prior to the departure of the steamships *Decima* and *Haiching*.

As the masters of these vessels admit, receiving this information, it is incorporated as usual in the weather forecasts of July 31st and August 1st (see C.M.R. attached) and it would appear that they left this port on 1st August for Swatow with full knowledge that a typhoon existed to the eastward and that it was likely to approach the southern entrance of the Formosa Channel about 18 hours after their departure.

The accompanying letter from the captain of the *Haiching* throws some light on his own action and on that of the captain of the *Decima*. It would appear that the latter vessel was hoisted to off Cheung Point about midnight of the 1st and there quietly awaited the arrival of the centre of the typhoon, which must have passed over her about 15 hours later, viz. at 3.00 p.m. on the 2nd.

The log of the *Haiching*, whose captain appears to me to have acted in a more seaman-like manner, shows that he put back to Siao Bay for shelter, that he experienced no more than a fresh breeze, until 10 a.m. on the 2nd, and that the centre did not reach the neighbourhood of his ship until 7.30 p.m. the same evening.

I give these facts in contravention of the statement in the letter that the typhoon was met by them at midnight on August 1st.

The fact is simply that both ships left this port in spite of the forecasts issued and in the face of typhoon warnings separately published and widely distributed hours before their departure, and the risk they must have been well known to their respective captains.

F. G. FIOG, Acting Director.

22nd August, 1902.

EXTRACTS FROM CHINA COAST METEOROLOGICAL REGISTER.

On the 31st at 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the eastward of Luzon. The barometer has risen over the S. coast of China, fallen in N.E. Japan, the northern depression having approached the northern islands. Moderate S.E. and variable winds, light; fair.

Forecast.—E. or variable winds, light; fair.

F. G. FIOG, Acting Director.

Hongkong Observatory, Thursday, 31st July, 1902.

On the 1st at 11.50 a.m. The typhoon is probably situated to the east of the Balingtang Channel. It appears to be moving towards north-west. Wind probably freshening from north-east in the Formosa Channel. Barometer falling in S. China, rising over the Southern Philippines. Pressure still low over the N. part of the Sea of Japan. Reports from N. China and Formosa not yet received. Forecast.—N. winds, moderate; fair.

F. G. FIOG, Acting Director.

Hongkong Observatory, Friday, 1st August, 1902.

EXPRESS—TYPHOON WARNING.—Hongkong Observatory, 31st July, 11.15 a.m. The barometer is still falling over the Philippines owing to the depression to the eastward of Luzon.

F. G. FIOG.

31st July, 1902.

EXPRESS—TYPHOON WARNING.

Hongkong Observatory, 1st August, 11.50 a.m.

The typhoon is probably situated to the east of the Balingtang Channel. It appears to be moving towards north-west. Wind probably freshening from north-east in the Formosa Channel.

F. G. FIOG.

1st August, 1902.

FROM CAPTAIN A. C. HODGINS, S.S. "HAICHING," TO THE DIRECTOR, HONGKONG METEOROLOGICAL STATION.

Dear Sir,—In sending my log of the recent typhoon I would feel obliged if you would let me know if the conditions were not abnormal. The extraordinary display of blinding lightning over a bank of heavy clouds to the E. S. E. all night. The absence of swell from the centre. The N. W. wind in the advancing semi-circle.

Was the captain of the *Decima* wrong in leaving too off Cheung Point? How could he get the centre of him? Did this typhoon recur to the W. S. W.?

I must own I would think myself safe with the wind from N.W. and that to leave to or on back was the proper thing to do, but although I ran to the W. N. W. 50 min. and then anchored in Fan-lo-Kong, I had the full force of the typhoon. I would feel very much obliged if you would enlighten me and a number of my confidants.—Thanking you in anticipation, Yours, &c.

A. C. HODGINS.

SIAM AFTER THE NORTHERN TROUBLE.

The Bangkok Times says.—Politically the Siam rising has proved to be a small affair. The Munang Long miners depended more on decency than on mining for a living, and the administration of the district must have been very slack before they came to think they had a vested interest in carrying on both trades there. But though these people got no support from the general body of the people in the North, their getting out of hand not only produced a big scare, but has served to thoroughly disorganize the season's work in the teak trade, and there seems no certainty when it will be possible for work to be resumed. The affair, however, should serve one good purpose. The whole of what has happened has supplied—and we think the fact is recognised—a powerful argument in favour of a forward railway policy. It is not merely that had the railway to the North been completed the enormous difficulties of transporting the troops and their impediments, would have assumed small proportions; a more important fact is that easy communication reduces to such an extent the difficulty of effectively controlling the administration in distant parts of the country. In the old days the outlying Montheas largely controlled themselves, and even in the case of such a rising as that of the Shan miners, haste would not have been essential. Bangkok would simply have asserted itself in due course. But to-day Siam is one in a way it did not used to be, and the central government is responsible for the whole administration. All officials cannot be expected to be ideal administrators; effective control is necessary, and for that the country needs to be more closely bound together by railroads. The present railway programme is, no doubt, a very considerable undertaking when everything is paid for out of current revenue. But for work of that kind a loan is more than justified. The line to the North is one that should be pushed on with considerably faster than the present programme allows of.

RUSSIA AND COREA.

The St. Petersburg *Novoe Vremya* in its article towards the end of July on Russia and Corea says that Russia's loss of prestige in the latter country has been due to the increase of that of Great Britain and of Japan, who have in all respects been making rapid and continuous progress in that direction. The *Novoe Vremya*, in support of its statement, furnishes circumstantial explanations drawn from a series of recent occurrences. It attributes the present state of affairs, which it describes as deplorable, first and chiefly to the successive concessions which the Russian Government has been imprudent enough to make at various times to the Chosen and Japanese Governments as well in political and strategic questions as in financial matters.

The journal goes on to urge the Russian Government to endeavour now at least to regain lost time and to make good its mistakes by enhancing its prestige and by strengthening Russian authority in Corea, since nothing can do more to restore Russian prestige in the Orient than a lack of energy and firmness. With regard to the measures to be taken, the *Novoe Vremya* particularly recommends the opening of a Russian bank at Chemulpo, the establishment of Russian Consulates in all the Korean ports, and an increased service with these ports of the steamers of the Manchurian Railway. The establishment of Russian Consulates in Corea and of a branch of the Russian Bank would, enable Russia, the *Novoe Vremya* contends, to come to the help of an element which would in the end completely out of the Japanese from the field of commerce and industry, that is to say, the Chinese, whose activity in Corea is at present paralysed by the Japanese banks and steamship companies. Another useful way of maintaining Russian prestige in Corea would be to send Russian warships for frequent cruises along the Korean coast.

One of the most striking passages in the article is where the *Novoe Vremya* observes that the principal danger for Russia consists in the eventuality of Great Britain and Japan establishing a naval and military station in the south of Corea, thus cutting off Vladivostok from Port Arthur. In order to counteract this danger Russia purchased a certain amount of land at Masampo, but she subsequently signed the agreement of 1900 by which she gave up the intention of establishing a naval station at that port, Corea on her part binding herself neither to cede nor sell to any foreign Power any land round Masampo or on the island of Kargodo for the purpose of establishing naval stations. Corea, however, reserved to herself the right of leasing land there to foreign Powers for commercial purposes. Therefore, the journal goes on to say, if some English steamship company were to build docks or big factories in the south of Corea it would be very easy, at a given moment, to convert these places into a British naval station.

SOOT NEWSPAPER RECOMMENDS. MACINTYRE & CAMERON'S PENS. THE WATKINS PEN, for Easy Writing. THE FLETCHER SCOTCHMAN PEN, instead of a Quill. THE FLETCHER PEN, 200 words per dip. 1902-1. WATKINS WORKS, ENGLAND.

THE CONTINENT AND THE COMMERCIAL TREATY.

Public opinion in Germany was slow to express itself upon the draft of the commercial treaty between England and China. The Berlin papers comments, for the most part, agree, in regarding the treaty as the inauguration of a new epoch in the commerce of Europe with China.

The *Vossische Zeitung* says:—"There is nothing to prevent Germany from acceding to the Anglo-Chinese agreement; it is, indeed, desirable that she should soon declare her accession to it, for the addition of *tekin* and the increase of import duty a presuppose an identical treatment of all peoples who take part in commerce with China. Germany has in any case no reason to adopt a different attitude from that of England in regard to *tekin*, for in commercial matters the interests of both Powers run on parallel lines. We may wait in suspense the decision of America. So far the Americans have always been strongly opposed to the abolition of *tekin*. The American exports to China, which consist principally of petroleum, tinning, and the so-called 'sheetings,' go almost exclusively to the north and thence to Manchuria. In North China there are no *tekin* duties, and it is intelligible that America should not wish to pay higher import duties, as she cannot be compensated in the same manner as the other Powers."

The *Kreuz Zeitung*, in its weekly survey of foreign politics, says:—"If the system of *tekin* is to be discarded the result will be an essential opening up of China to European trade, for there is no doubt that corresponding treaties with the other Powers are in prospect. It is to the credit of Sir James Mackay and the Chinese Commissioner Sheng that they have found the formula which makes an understanding possible. The attitude of the Yangtze Viceroy has, of course, been consistent with the line taken by Sheng. It is impossible not to recognise that these enlightened Viceroys have deserved well of China. They are to be thanked for the localisation of the war, and, without doubt, it is in a large measure due to their counsels that the party of peace and reform holds sway in Peking to-day."

The *National Zeitung* thinks that, although British policy at the moment fairly represents European trade interests in China, other Powers will have a word to say when questions of detail arise. The National Liberal organ in discussing Article 12 says:—"The English Government promises to relinquish its extra-territorial rights when the reform of the Chinese judicial system and the establishment of an effective administration shall warrant this step. This promise of British diplomacy is a cheap one, for a definite date for the submission of English subjects to Chinese jurisdiction is not fixed. The article, at any rate, points to a tendency apparent in other ways in the Anglo-Japanese Alliance, to endeavour to introduce into the Chinese Government a disposition friendly to this alliance, and to attract it towards the two allied nations."

In Paris the *Figaro* published an article on the 30th July on the Anglo-Chinese Treaty, which, it says, proves that the officials of the Celestial Empire possess a more thorough comprehension of present necessities and more foresight with respect to the future than has been generally thought. This treaty, the journal further remarks, constitutes an undeniable success for British diplomacy, to which Europe will owe the recognition of her traditional claims. "It is an honour," says the *Figaro*, "for Sir James Mackay to have succeeded where so many others had failed." The journal supports the two clauses referring to missions and to extraterritoriality, in which it is unwilling to see any secret agreement. "It will be enough," it says, "to be on our guard. As for Article 3, France has no cause for uneasiness, England being more interested than any other nation in the satisfactory settlement of the question of the suppression of the *tekin*."

The *Figaro*, while acknowledging that most of the clauses of the Anglo-Chinese Treaty will be advantageous to all the Powers, denounces the increase of the Customs duties as too dear a substitute for the *tekin*. It also suspects England, in holding out a prospect of the abolition of extraterritoriality, of bidding for the gratitude of China and of organising the latter against Russia. The ultimate result, it thinks, would be "Asia for the Asiatics," which would be a kind of treason towards Europe, and at any rate very short-sighted. This, though a simple supposition, is considered plausible by the *Figaro*, and would be tantamount to a kind of exclusive English guardianship, a new path in China's foreign relations, which time alone and her gradual evolution could justify.

RAILWAYS IN EGYPT.

Most of the railways in Egypt have been built and are owned by the State, and in the *Railway Magazine* for August Mr. A. Vale gives some description of them. There is a story told of the old Cairo-to-Suez line, first opened in 1859, which shows how easily its conductors used to take matters. On one occasion the engine to the mail train was found short of water in the middle of a run. Consequently it was uncoupled and sent to the next water-tank to have the tender filled, while the train was left alone on the road for an hour or two. Irregularities like these and accidents frequently occurred, which brought the line into discredit, until in 1868, one year before the opening of the Suez Canal, it was—at least temporarily—abandoned. The Alexandria line is now considered the crack line of Egypt. It is by far the most frequented line in the country as regards passenger as well as goods traffic, and the only one having a double track from end to end. There are no fewer than eight trains daily each way between Cairo and Alexandria, besides some local trains between country stations. Of these eight trains four are fast ones, doing the journey in three hours five minutes, giving an average running speed of forty-four miles an hour. The railway stations are small, the principal one at Alexandria—a place of 350,000 inhabitants—having but two platforms, one of which is very seldom used. The railway from Ismailia to Port Said is characterized by Mr. Vale as "a disgrace." The Suez Canal Company, to whom it belongs, officially call it a "slow tramway," which is a more appropriate name for it. The gauge of this toy railway—which was only built as recently as 1893—is but 75 centimetres (2ft. 5in.). The line has some thirty passenger coaches, and eight locomotives—miniature tender engines, with 4-coupled wheels about 4ft. diameter, and a leading pair of wheels or over bogies, and the train goes the fifty miles from Ismailia to Port Said in about three hours, the head being sixty to seventy tons and the road perfectly level. Engines, carriages, rails, &c., are all of French make. The Upper Egypt Railway from Cairo to Assuan, near the First Cataract, is 500 miles in length. There are two regular through trains each day between Cairo and Luxor (420 miles), the distance being covered in about sixteen hours. A night train does it in fourteen hours. During the winter

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Hongkong, 2nd September, 1902.

[884]

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Machines will be sold for Cash or on Monthly Payments, and we will take your OLD MACHINE in part payment for a NEW ONE.

We will at all times be prepared to Rent Machines, and special attention will be given to Repairing.

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Hongkong, 22nd July, 1902.

[1902]

Fourteen years there is also a special "train de luxe," composed exclusively of dining and sleeping cars, leaving Cairo at 6.30 p.m. daily for Luxor. Cairo Station, though the largest in Egypt and a handsome, stately building from outside, has but three departure and one arrival platforms, spanned by one roof.

THE SERVANT QUESTION.

The Philippines seem to be suffering in much the same way as Hongkong does from the servant difficulty. Here as there the Chinese servant is as much the master of the situation as Mary Ann the housemaid or Mrs. Betsy the cook is mistress of an English domestic establishment, holding the household in the hollow of her hand. In considering the situation in the Philippines, the *Manila Times* declares for registration as a plan to put matters on a more equitable footing and it cites instance of other places in the East which have found relief from their discomforts in this fashion. But the *Times* is mistaken when it includes Hongkong among those that have so found salvation. Much as Hongkong would like it, and much as the community have expressed their desire for it, registration of servants is still unhappily unknown. The Commission recently appointed to enquire into and report upon the subject recommended registration of servants and coolies as a solution of the problem, but for some reason best known to itself the Government refused to sanction the proposal. And so the same unsatisfactory state of affairs prevails to-day as that which is found to be so galling by residents in the Philippines.

It is interesting to note that in Rangoon, the servant question having become such a burden, the Municipal Commissioners drafted a Bill on the subject and that it has lately become law. Appended are some of its clauses:—

(a) Rendering the registration of domestic servants compulsory, and prohibiting the employment as a domestic servant of any person who is not so registered. (b) Requiring employers and domestic servants to give such things as may be necessary or advisable for carrying out or rendering effective such registration. (c) Appointing and defining the officers for carrying out and rendering effective such registration. (d) Providing for the keeping, maintaining, inspection and production of registers and books in such manner and with such particulars as may be necessary or advisable for carrying out or rendering effective such registration. (e) Providing penalties not exceeding a fine of Rs. 250 and imprisonment either simple or rigorous for the breach of any of such rules, and (f) Generally for rendering such registration effective and complete. In such rules the words domestic servants shall mean and include servants of all descriptions usually employed in or about the house, kitchen, stables and garden of an employer.

In Colombo, Ceylon, where compulsory registration has been in successful operation for some time, the cost in connection with it amounts to about only \$60 gold per month. The number of servants registered in Colombo, from January 1872 to the end of December 1901 was 33,780. The number of new registrations last year was 1,203. There is no difference made whether the employer of a domestic servant is an European or a native. The establishment, which is immediately under the control of the Superintendent of Police, consists of 1 registrar at \$385 gold per annum, 1 female clerk at \$85 gold per annum, 2 male clerks at \$60 each, 1 male clerk at \$55 and 1 office orderly at \$30 per annum.

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[42]

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Apply by letter to—
W. J. FUTCHER,
Botanical and Afforestation Department,
Hongkong, 3rd September, 1902. [2369]

WANTED.

A FIRST-CLASS PRESSMAN and **OVERSEER** (European), capable of Managing the Printing Rooms of a Daily Paper. Apply by letter, stating experience and salary required, to—

BOX 136,
Care of Daily Press Office,
Hongkong, 3rd September, 1902. [2370]

NOTICE.

THE Undersigned begs to notify that the Title Deeds of the Houses known as No. 5, Gough Street, and No. 2, Kau-n Fong, and situated on Inland Lot No. 8, Section 25, Victoria, Hongkong, were carried away by robbers in Kau-n Fong Village, of San-tung district, in the province of Kwangtung, on the 31st August, 1902. The said Title Deeds shall be held null and void, and application for a duplicate of the same has been made.

CHAM NG SHI,
Hongkong, 3rd September, 1902. [2374]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on **SATURDAY**, the 6th September, 1902, at NOON, at No. 15, A QUANTITY OF PROVISIONS

On view from Thursday, the 4th September. Terms:—Cash on delivery.

GEO. F. LAMBERT,
Auctioneer,
Hongkong, 3rd September, 1902. [2372]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

on **SATURDAY**, the 6th September, at 2.30 P.M., at their SALES ROOMS, 20, Des Voeux Road, ONE HUNDRED PAIRS ENGLISH AND AMERICAN BROWN AND BLACK BOOTS AND SHOES AND SUNDRIES.

Terms:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 3rd September, 1902. [2371]

FOR NAGASAKI & VLADIVOSTOCK.

THE Steamship

"**SAVOIA**,"
Capt'n Bebbelmand, will be despatched for the above ports on **FRIDAY**, the 5th inst., at 5 P.M. instead of as previously notified.

This steamer has superior accommodation for First Class Passengers.

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Hongkong Office,
Hongkong, 2nd September, 1902. [2367]

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are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 2nd September, 1902. [11]

NOTICES OF FIRMS

BROWN, JONES & CO.,
Undertakers and Monumental Masons, &c.

DURING my absence from the Colony and until further notice, Mr. H. W. S. EDMUNDS will manage the business of **BROWN, JONES & CO.** and sign the firm name.

WM. L. VAN EPS,
Proprietor,
Hongkong, 1st September, 1902. [2350]

NOTICE.

HONGKONG PLANTATION COMPANY,
and
BROWN, JONES & CO.

WHILE managing the business of **BROWN, JONES & CO.**, as above, I am, at same time, continuing to act as General Manager of the **HONGKONG PLANTATION COMPANY**.

H. W. S. EDMUNDS,
Hongkong, 1st September, 1902. [2368]

NOTICE.

WE have this day authorised Mr. L. M. H. BOISSEREE to SIGN our Firm at Hongkong and Canton PER PROCURATION.

LUTGENS, EINSTMAN & CO.,
Hongkong, 1st September, 1902. [2330]

THE VICTORIA DISPENSARY.

NOTICE IS HEREBY GIVEN that Mr. EDWARD LANGLEY has ceased to be connected with our business.

Mr. SOUTHERN KENT has been appointed our REPRESENTATIVE for the HARBOUR and SHIPPING BUSINESS, and all orders committed to his charge will receive immediate attention.

THE VICTORIA DISPENSARY,
J. R. CAPELL,
Manager,
Hongkong, 5th August, 1902. [2115]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Base Medical Stores Depot G. F. to Sell by Public Auction,

TO-DAY (WEDNESDAY), the 3rd September, at 2.30 P.M., at their SALES ROOMS, 20, Des Voeux Road, A QUANTITY OF MEDICAL AND SURGICAL STORES.

Terms:—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 1st September, 1902. [2329]

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HUGHES & HOUGH,
Auctioneers,
Hongkong, 1st September, 1902. [2328]

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at 7.30 P.M.

THE Band of the 33rd Burma Infantry will play a selection of music during dinner on the 3rd inst., at the above Hotel. Tables booked in advance.

H. RUTTONJEE,
Proprietor,
Hongkong, 2nd September, 1902. [2325]

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Hongkong, 2nd June, 1902. [155]

SIN TING.

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No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Hongkong, 23rd September, 1891. [889]

M. R. CHADWICK KEW,

DENTAL SURGEON.

No. 39, QUEEN'S ROAD CENTRAL.
Office Hours—9 A.M. to 5 P.M.
Hongkong, 19th August, 1902. [1658]

NOTICE.

WE have this day been appointed for the

TAIWAN STONE AND SHELL LIME FACTORY, MACAU.

These Limes have been tested by experts, and found to be superior to any other found in China. All houses should be lime-washed with this lime. It gives an odour, sweetness and kills vermin. It is a decided check on plague and other pestilential diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the square inch breaking strength.

Orders will be received and testimonials can be seen and prices quoted on application to

C. E. WARREN & CO.,
30, Des Voeux Road Central
Hongkong, 16th June, 1902. [1687]

INTIMATIONS

NOW READY.

THE FRENCH IN TONKIN AND SOUTH CHINA.

BY
ALFRED CUNNINGHAM.

Price, 1/6.

1 MAP, 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS AND "DAILY PRESS" OFFICE.

Hongkong, 22nd August, 1902. [2257]

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION

WILL BE OPENED ON
3rd NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural, and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY OF FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by "Railways and Steamers" to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, &c., &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS FIRST-CLASS HOTELS and **CAFES** assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOMÉ,
Commissaire-Général de l'Exposition de Hanoi.
Hongkong, 1st July, 1902. [1800]

THE MUTUAL STORES.

IT IS HEREBY NOTIFIED that on and after 1st SEPTEMBER, the Price of our FRESH AUSTRALIAN-CREAMERY BUTTER

will be raised from 80 cents to 85 cents per lb., on account of the Australian price having been increased and also on account of the unfavourable rate of exchange.

THE MUTUAL STORES,
Hongkong, 30th August, 1902. [2319]

VICTORIA RECREATION CLUB.

AQUATIC SPORTS.

THURSDAY, September 11th:—1 Mile Championship of the Colony, open to all comers. Two Prizes. Entrance Fee, \$1. Also 4 Lengths (133 1/3 yards) Race (Scratch), open to Army, Navy and Police. Two Prizes, no Entrance Fee.

FRIDAY, September 12th:—200 Yards Championship of the Colony (6 Lengths), open to all comers. Two Prizes. Entrance Fee, \$1.

Entrance will close on the 4th inst., at 6 P.M.

FRANK W. WHITE,
Hon. Secretary,
Hongkong, 1st September, 1902. [2331]

THE HONGKONG CLUB.

ISSUE OF FIVE HUNDRED THOUSAND DOLLARS IN DEBENTURES FOR SUMS OF FIVE HUNDRED DOLLARS EACH

REPAYABLE on the 3rd September, 1920, or earlier, carrying interest at the rate of 36 per cent. per annum by equal half-yearly payments on the 31st March and the 30th September, in each year.

The object of this issue of Debentures is to provide funds for the general purposes of the Club. The Debentures will be secured by a charge on the whole of the property and buildings of the Club, which are valued at over \$900,000.

It is now proposed to issue \$250,000 of the Debentures at par, applications for which must be addressed in writing to the undersigned on or before the 15th September, 1902.

For further Particulars and Conditions, apply to

C. H. GRACE,
Secretary,
Hongkong, 1st September, 1902. [2333]

STEAMSHIP "TINGSANG" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster Mr. F. S. FULCHER (of the Chinese Travel Agency, Ltd.), Hongkong, on or before the 15th September next, after which date no Claims will be recognised.

JARDINE, MATTHEWSON & CO.,
General Managers,
INDO-CHINA S. N. CO., Ltd.,
Hongkong, 14th August, 1902. [2190]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. The Best Nitro-powder in the World. Price of 12-MOON CARTRIDGES—

Loaded with With Powder
Powder only, and 1 oz. of Shot.
Primers Cases ... \$3.25 ... \$8.00
Pegamoid Cases ... 6.85 ... 8.60
Ejector Brass Cases ... 7.50 ... 9.25

8 per cent. discount on orders of 1,000 and over.

Apply to—
WM. SCHMIDT & CO.,
Grimmstr.,
Hongkong.
Hongkong, 3rd July, 1902. [1839]

TO LET

TO LET.

IN FLATS COMPLETE.

A NEW EUROPEAN HOUSE situated on the North Spur of Morrison Hill. It has a splendid view, and enjoys the full benefit of the south-west monsoon.

For Particulars apply to—
W. LYSAUGHT,
151, Wanchai Road,
Hongkong, 2nd June, 1902. [1555]

TO LET.

GODOWNS at WANCHAI suitable for storage of Coal or any other Merchandise.

Apply to—
HASON LEE,
255, Queen's Road,
Hongkong, 2nd September, 1902. [2352]

TO LET.

ROOM on TOP FLOOR of BEACONFIELD ARCADE, Partly Furnished, for Two Months. Immediate Possession.

Apply—
C. D.,
Care of Daily Press Office,
Hongkong, 2nd September, 1902. [2347]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—
G. GIRAULT,
Hongkong, 3rd January, 1902. [2347]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAF.

Apply to—
SPANISH PROCURATION,
Hongkong, 1st April, 1902. [977]

TO BE LET.

NOS. 5, 18, 19, and 20, BELILIOS TERRACE.

Also
"THE EYRIE," Peak, FURNISHED.

For Particulars, apply to—
TURNER & CO.,
Hongkong, 27th August, 1902. [2261]

TO LET.

NO. 11, MACDONNELL ROAD.

THE RETREAT, MOUNT KELLY. HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

GODOWNS at BLUE BUILDINGS, EAST.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 13th June, 1902. [71]

TO BE LET.

"BISNEY VILLA," POKFULUM, Immediate Possession.

Apply to—
LINSTEAD & DAVIS,
Hongkong, 24th March, 1902. [89]

TO BE LET.

GODOWN NO. 1 (GROUND and TOP FLOORS), Praya East. Storing capacity about 3,500 tons.

Apply to—
MOK MAN CHEUNG,
Comprodate Dept.,
BUTTERFIELD & SWIRE,
Hongkong, 2nd August, 1902. [2090]

TO LET.

BROCKHURST, at the PEAK.

Apply to—
LINSTEAD & DAVIS,
Hongkong, 28th August, 1902. [2288]

TO LET.

HOUSE NO. 13, GAGE STREET. Eight Rooms.

Apply to—
E. A. DE CARVALHO,
C. E. DE CARVALHO,
Hongkong, 2nd May, 1902. [1277]

TO LET.

NO. 3, QUEEN'S GARDENS.

Apply to—
G. C. ANDERSON,
4, Pedder Street (Ground Floor),
Hongkong, 13th March, 1902. [890]

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BUSINESS DIRECTORY.

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Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
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Views of China and Manila. Work
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Shipchangers, Sailmakers, Provisioners,
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144, Des Vaux Road.

MORE & SEIMUND.
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Watches and Clocks by competent
European experts at moderate rates.

HONGKONG JOCKEY CLUB.

MEMBERS whose names are desired of
admission to the Club for the forthcoming
Meeting and who have not already sent their
names in, will please communicate with the
undersigned.

A. S. ANTON,

Acting Clerk of Course.
Hongkong, 25th August, 1902. [2280]

HONGKONG JOCKEY CLUB.

PROGRAMME FOR THE 1902

MEETING.

FIRST DAY.

1. Wong Nai Chung Stakes, Five Furlongs,
Hongkong Waters. China: Griffins.
2. Valley Stakes, 1 Mile, China: Griffins.
3. Maiden Stakes, 1 Mile, Water Griffins.
4. Victoria Stakes, 1 1/2 Miles, China: Griffins.
5. Fuchow Cup, 2 miles post once round and
in, Open Waters.
6. Derby, One and a half Miles, Water Griffins.
7. Lu-Hao Cup, One Mile, China: Griffins.
8. Chee Cup, One and a half Miles, China
Ponies.
9. Encouragement Stakes, One Mile, Water
Griffins.
10. Chinese Club Cup, Once round, China
Griffins.

SECOND DAY.

1. Flyaway Stakes, Seven Furlongs, Water
Griffins.
2. Exchange Plate, 4 Miles, China: Ponies.
3. Professional Cup, One and a half Miles,
Open Waters.
4. German Cup, One Mile and a quarter,
China: Griffins.
5. Garrison Cup, One Mile, Water Griffins.
6. Jockey Cup, One Mile, China: Griffins.
7. Great Southern Stakes, 2 miles post once
round and in, China: Ponies.
8. Navy Cup, One and a quarter Mile,
Hongkong Waters.
9. Hongkong Stakes, One Mile and a half,
China: Griffins.
10. Tai-Yuk Fong Cup, Once round, China
Ponies.

THIRD DAY.

1. Spring Stakes, 2 miles post once round
and in, China: Griffins.
2. Grand Stand Stakes, One Mile and a
quarter, Water Griffins.
3. Challenge Cup, One Mile and three quarters,
China: Ponies.
4. Ladies' Purse, One Mile, Hongkong Waters.
5. Blake, Challenge Cup, One Mile, China
Griffins.
6. The Prince Cup, One Mile, China: Ponies.
7. Phoenix Stakes, 1 Mile, Water Griffins.
8. Champions, One Mile and a quarter,
China: Ponies.
9. Water Champions, One Mile and a quarter,
Open Waters.
10. Nil Desperandum Stakes, 1 Mile, China
Griffins.

WEIGHT per inches as per Hongkong
Jockey Club Standard. Subject to penalties
for winners and allowances for Non-Winner
and Griffins as may be determined by the
Stewards hereafter.

"HONGKONG WATERS" means all
Waters imported into Hongkong in any year
as "Subscriptions" or "Derby" Griffins.
"WATER GRIFINS" means all Waters
imported into Hongkong in 1902 as "Subscrip-
tion" Griffins.

"OPEN WATERS" means all Waters
imported into Hongkong in any year as
"Subscription" or "Derby" Griffins. Waters
not exceeding 15 hands 1 inch first raced in
Shanghai as "Subscription" Griffins, and all
Waters imported into Hongkong before August
1st, 1902, not exceeding 15 hands 1 inch in
height.

"CHINA GRIFINS" means all China
Ponies imported into Hongkong in 1902 as
"Subscription" Griffins.
"CHINA PONIES" means all China
Ponies, not exceeding 14 hands 2 inches in
height.

By Order of the Stewards,
A. S. ANTON,
Acting Clerk of the Course.
Hongkong, 23rd August, 1902. [2270]

PUBLIC COMPANIES

THE PENJOM MINING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that at
a Meeting of the Board of Directors of
the above named Company held on the 18th day
of August, 1902, it was resolved that the
following Ordinary Shares of the said Company,
the distinguishing Numbers of which are
hereunder written, be, and they were duly
FORFEITED in Accordance with Article
No. 28 of the Articles of Association of the
said Company.

Notice of the liability to FORFEITURE of
these SHARES, appeared in the Hongkong
Local Newspapers from the 8th day of July to
the 25th day of July, 1902.

NUMBERS OF FORFEITED SHARES.

2559/2563	4233/4234	12273/12287
12607/12700	19384/19385	21459/21467
22102/22121	25849/25848	35332/35391
36142/36156	38104/38163	38209/38272
40938/40939	55291/55340	55391/55490
57502/57526		

W. KEEFOOT HUGHES,
Acting Secretary.
Hongkong, 26th August, 1902. [2236]

CAMPBELL, MOORE & COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held in the COMPANY'S OFFICE, No. 23,
Queen's Road Central, at 4 P.M. on **TUES-**
DAY, the 9th SEPTEMBER, 1902, for the
purpose of receiving the Report of the Directors,
with a Statement of Accounts to the
31st December, 1901.

The **TRANSFER BOOKS** of the Company
will be **CLOSED** from the 26th August to the
9th September, both days inclusive.
By Order of the Board of Directors,
M. A. SOUZA,
Secretary.

Hongkong, 22nd August, 1902. [2264]

THE HONGKONG COTTON SPINNING,
WEAVING AND DYING COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING
OF SHAREHOLDERS of the above
Company will be held in the OFFICES of the
GENERAL MANAGERS, on **MONDAY,**
the 15th SEPTEMBER, at 11.30 A.M., for the
purpose of receiving the Report of the Directors,
with a Statement of Accounts to the
31st July, 1902.

The **TRANSFER BOOKS** of the Company
will be **CLOSED** from the 9th to 15th
proximo, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 30th August, 1902. [2332]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

THE CERTIFICATE No. 302, dated 22nd

September, 1883, of the First Shares Nos.
8986/8990 in this Company, standing in the
name of **MR. TANG A LOK**, of Hongkong,
has been **LOST**, and if at the expiration of
One Month from the date hereof the above
document be not forthcoming another Certificate
will be issued by the Company and there-
after no other will be acknowledged.

Dated 25th August, 1902.

GEO. L. TOMLIN,
Secretary.

PORTLAND CEMENT

J. B. WHITE & BROS.

SOLE AGENTS FOR HONGKONG—
ALEX. ROSS & CO.

Hongkong, 1st July, 1902. [16]

NOW ON SALE

THE CHRONICLE AND DIRECTORY

FOR
CHINA, JAPAN, COREA, INDO-CHINA,
MALAY STATES, NETHER-
LANDS INDIA, PHILIP-
PINES, BORNEO, &c.

WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1902.

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The **DIRECTORY** covers the whole of the
ports and cities of the Far East, from Nether-
lands India to Siberia, in which Europeans reside.
Not only is the Directory as full and complete
in each case as it can be made, but each Colony,
Port or Settlement is prefaced by a **DESCRIP-**
TION, carefully revised each year, most of
which will serve as accurate guides for
Tourists, giving every detail in connection with
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The Information in these Descriptions, consist-
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LESSONS IN FRENCH.

NEW and easy method of learning French
in a few months, usually by conversation
with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady

Care of Office of this Paper.

Hongkong, 23rd February, 1901. [2235]

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG

AS A
BRITISH CROWN COLONY.

BEING AN
HISTORICAL SKETCH
TO WHICH IS ADDED AN ACCOUNT OF
THE CELEBRATIONS

21st to 24th JANUARY, 1891.

AND A
DESCRIPTION OF THE INDUSTRIES
OF THE COLONY.

Price 31. Cash.

The Booksellers or Daily Press Office.

Hongkong, 27th January 1891.

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS,

BY
WILLIAM LE QUEUX

(Author of "Purple and Fine Lines," "Who's
Findeth a Wife," "The Court of Honour,"
"If Sinners Entice Thee," &c., &c.).

[COPYRIGHT.]

CHAPTER XIII.

MY LOVE.

As soon as Ambler Jerome had slipped out
through my little study my love came forward
slowly, as though with some unwillingness.
She was dressed, as at the inquest, in deep
mourning, wearing a smartly cut tailor-made
dress trimmed with astrachan and a neat toque,
her pale countenance covered with a thick
spotless veil.

"Ralph," she exclaimed in a low voice,
"forgive me for calling upon you at this hour.
I know it is indiscreet, but I am very anxious
to see you."

I returned her greeting, rather coldly I am
afraid, and led her to the big armchair which
had only a moment before been vacated by my
friend.

When she seated herself and faced me I saw
how changed she was, even though she did not
lift her veil. Her dark eyes seemed haggard
and sunken, her cheeks, usually pink with the
glow of health, were white, almost ghastly, and
her slim, well-gloved hand, resting upon the
chair arm, trembled perceptibly.

"You have not come to me for two whole
days, Ralph," she commenced in a tone of
complaint. "Surely you do not intend to
desert me in these hours of distress?"

"I must apologise," I responded quickly,
remembering Jerome's advice. "But two facts
in my mind have been very upset over the sad
affair, and, in addition, I've had several serious
cases during the past few days. Sir Bernard
has been unwell, and I've been compelled to
look after his practice."

"Sir Bernard?" she ejaculated, in a tone
which instantly struck me as strange. It was
as though she held him in abhorrence. "Do
you know, Ralph, I hate to think of you in
association with that man."

"Why?" I asked, much surprised, while at
that same moment the thought flashed through
my mind how often Sir Bernard had given me
true warnings regarding her.

"I have no intention to give my reasons," she
replied, her brows slightly knit. "I merely
give it as my opinion that you should no longer
remain in association with him."

"But surely you are alone in that opinion?"
I said. "He bears the highest character, and
is certainly one of the best physicians in Lon-
don. His practice is perhaps the most valuable
of any medical man at the present moment."

"I don't deny that," she said, her gloved
fingers twitching nervously. "A man may be
a king, and at the same time a knave."

I smiled. It was apparent that her intention
was to separate me from the man to whom I
owed nearly all, if not quite all my success.

"And why? Because he knew of her past, and
she feared that he might, in a moment of
confidence, betray all to me."

"Vague, but ever so always irritating," I re-
marked. "Cannot you give me some reason
for your desire that my friendship with him
should end?"

"No. If I did you would accuse me of
selfish motives," she said, fixing her dark eyes
upon me.

"Could a woman with such a Madonna-like
countenance be actually guilty of murder? It
seemed incredible. And yet her manner was
that of a woman haunted by the terrible secret
of her crime. At that moment she was seeth-
ing with indignation, to conceal the truth
regarding the past. She feared that my inti-
mate friendship with the great physician might
result in her unmasking."

"I can't see that selfish motives enter into this
affair at all," I remarked. "Whatever you tell
me, Elizabeth, is known for my own benefit.
Therefore you should at least be explicit."

"Why not?"
"Because I have no right to utter a libel
without being absolutely certain of the facts."

"I don't quite follow you," I said, rather
puzzled.

"I mean that at present the information I
have is vague," she replied. "But if it is the
truth, as I expect to establish it, then you must
dissociate yourself from him, Ralph."

"You have only suspicions?"
"Only suspicions."

"Of what?"
"Of facts which will some day astound you."

"My eyes met again, and I saw in hers a look
of intense earnestness that caused me to wonder.
To what could she possibly be referring?"

"You certainly arouse my curiosity," I said,
affecting to laugh. "Do you really think Sir
Bernard such a very dreadful person, then?"

"Ah! You do not take my words seriously,"
she remarked. "I am warning you, Ralph, for
your own benefit. It is a pity you do not heed
me."

"I do heed you," I declared. "Only your
statement is so strange that it appears almost
incredible."

"Incredible it may seem, but one day ere long
you will be convinced that what I say is to-
night is the truth."

"What do you say?"
"I say that Sir Bernard Eytton, the man in
whom you place every confidence, and whose
example as a great man in his profession you
are so studiously following, is not your friend."

"No, neither is he mine."

"This admission was at least the truth. I had
known it long ago. But what had been the
cause of difference between them was hidden in
deepest mystery. Sir Bernard, as old Mr.
Courtenay's most intimate friend, knew in all
probability of his engagement to her and of its
rupture in favour of her sister Mary. It might
even be that Sir Bernard had had a hand in the
breaking of the engagement. If so, that would
well account for her violent hostility towards
him."

Such thoughts, with others, flashed through
my mind as I sat there facing her. She was
leaning back, her hands fallen idly upon her lap,
peering straight at me through that spotted
veil which, half-concealing her wondrous
beauty, imparted to her an additional air of
mystery.

"You have quarrelled with Sir Bernard, I
presume?" I inquired.
"Quarrelled!" she echoed. "We were never
friends."

"If that is so it is rather a pity that he was
recently so neglected," I said.
"I know, Ralph—I know the reason of it all,"
she said, looking up at me. "It is not just that
I should expose my sister's secret. But I know the truth which,
when revealed, will make it clear to the world that
her apparent neglect was not culpable. She
had a motive."

"A motive in going to town on an evening
and enjoying herself?" I exclaimed. "Of
course, the motive was to obtain relaxation.
When a man is more than twice the age of his
wife, the latter is apt to chafe beneath the
golden fetter. It is the same everywhere—in
Mayfair as in Mile End, in Suburbia as in a
rural village. Difference of age is difference
of temperament; and difference of tempera-
ment opens a breach which only a lover can fill."

"She was silent—her eyes cast down. She
saw that the attempt to vindicate her sister had,
as before, utterly and ignominiously failed.

"Yes, Ralph, you are right," she admitted at
last. "Judged from a philosophical standpoint,
when a man is more than twice the age of his
wife, the latter is apt to chafe beneath the
golden fetter. It is the same everywhere—in
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when a man is more than twice the age of his
wife, the latter is apt to chafe beneath the
golden fetter. It is the same everywhere—in
Mayfair as in Mile End, in Suburbia as in a
rural village. Difference of age is difference
of temperament; and difference of tempera-
ment opens a breach which only a lover can fill."

"She was silent—her eyes cast down. She
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as before, utterly and ignominiously failed.

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OCEAN STEAM SHIP COMPANY, LD. CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		TO SAIL.
GLASGOW and LIVERPOOL...	"NESTOR"	On 13th September.
GLASGOW and LIVERPOOL...	"MACHAON"	On 18th September.
GLASGOW and LIVERPOOL...	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 25th September.
GLASGOW and LIVERPOOL...	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL...	"HYSON"	On 2nd October.
GLASGOW and LIVERPOOL...	"AGAMEMNON"	On 8th October.
HOMEWARDS.		TO SAIL.
LONDON	"ANTENOR"	On 3rd September.
LONDON	"DARDANUS"	On 16th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 20th September.

The S.S. "ANTENOR" left Shanghai on the 30th ult., for this via Foochow, and is due here on the 3rd inst. a.m.
The S.S. "LAERTES" left Singapore on the 31st ult., and is due here on the 6th inst.
For Freight and Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 2nd September, 1902.

CHINA NAVIGATION CO., LIMITED.

SHANGHAI and CHINKIANG		TO SAIL.
Kobe and Yokohama	"TAIWAN"	On 5th September.
Tientsin	"CHINTU"	On 6th September.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"KWEIYANG"	On 8th September.
	"CHANGSHA"	On 13th Sept. at Noon.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 2nd September, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		LEAVING
TAMU, VIA SWATOW AND AMOY	"DAI-MARU"	SUNDAY, 7th September.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 3rd September.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 10th September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tsimshui to land and receive passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road, Central.
T. ARIMA, Manager.
Hongkong, 1st September, 1902.

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, portions of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA" leaves on 13th September.

"HONGKONG" leaves on 20th September.

"TAIWAN" leaves on 24th October.

"TSINAN" leaves on 15th November.

Superior accommodation (midships). Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provision during the voyage. Daily qualified European Surgeon on board.

BUTTERFIELD & SWIRE

CHINA NAVIGATION CO., LD.
Hongkong, 27th August, 1902.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

The Company's well-known Steamship

"ROSSETTA MARU"

2,876 Tons.

Captain Tate, will be despatched for MANILA on SATURDAY, the 13th inst., at 3 P.M.

Magnificent Accommodation. Comfortable Cabin. Excellent Table. Unrivalled Speed. Electric Light. Tender and Stewardess carried.

For Freight or Passage apply to

THE NIPPON YUSEN KAISHA, Agents.

Princes Buildings, 100 House Street, Hongkong, 2nd September, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"GLENROY"

Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 4th August, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above on FRIDAY, the 5th September, at 4.30.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 30th August, 1902.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD"

of the NORDDEUTSCHER LOYD.

Captain Gessmann, due here with the outward German Mail about FRIDAY, the 5th inst. a.m., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LOYD—For further particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 1st September, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA"

Captain F. J. Fox, carrying His Majesty's Mails will be despatched from this for Bombay, on SATURDAY, the 13th September, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 1st September, 1902.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRASSIA, to EAST AND SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRICATIC PORTS.)

THE Company's Steamship

"NIPPON"

Captain Klausberger, will be despatched as above on WEDNESDAY, the 17th September, p.m.

For Information as to Passage and Freight, apply to

SANDER, WIELE & CO., Agents.

Hongkong, 26th August, 1902.

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFION"

will be despatched for the above port on SATURDAY, the 20th September.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd August, 1902.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line, and observe that the principal ports of SOUTH AFRICA, in connection with INDIA, CHINA, STAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORT every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1902.

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Robert, Verne, and others, cures all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges (be they urinary, or otherwise), effectually suppresses the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where every other remedy has been powerless.

THERAPION No. 2 is a blood-purifier, purifies the blood, removes all swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been so much a fashion to employ mercury, arsenic, etc., to the destruction of sufferer's teeth and hair of health. This preparation purifies the whole system through the blood, and is especially adapted for restoring strength and vigor to the debilitated.

THERAPION No. 3 is a powerful and mild purgative, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Prepared by THOMAS KEATING, LONDON.

1325

KEATING'S

IS HARMLESS TO ANIMAL LIFE.

KILLS

BUGS, FLEAS, MOSQUITOES, BEETLES, MOTH, NOISES.

KILLS

BUGS, FLEAS, MOSQUITOES, BEETLES, MOTH, NOISES.

The genuine powder bears the autograph of THOMAS KEATING. Sold in Tins and Bottles only.

KEATING'S WORM TABLETS.

KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESINAL or THIRTY WORMS. It is a perfectly and mild purgative, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Prepared by THOMAS KEATING, LONDON.

1325

NOW READY.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1902. With Index. Price \$7.50.

On sale at the Hongkong Daily Press Office, Hongkong, 25th July, 1902.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. China.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 29th inst.

Goods not cleared by the 4th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 29th August, 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENARREY"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

No claims will be recognized.

Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 30th August, 1902.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE"

Captain J. Dwyer, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

No claims will be recognized.

Goods not cleared by the 4th prox. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 1st September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex S.S. Kilma, Jana and Elora.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWITT, Superintendent.

Hongkong, 1st September, 1902.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Ensigne, at Weihaiwei.

Albatross, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Ensigne, at Weihaiwei.

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Albatross, despatch-boat, 1,7

